

CENTRAL INTELLIGENCE AGENCY

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the Two Year Plan

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1. The Two Year Plan in the Soviet Zone of Germany includes the construction of new and the extension of a number of existing shipyards at Dangarten, Stralsund, Wolgast, Brandenburg, Rosslau and Warnemünde. Since the execution of this project has been entrusted to the German authorities after the original plans were worked out by the Soviets, a large percentage of the technicians and other personnel, hitherto engaged in constructional work for the Soviets, have now been placed at the disposal of the Two Year Plan to supervise the construction of these shipyards and the completion of the ships to be built there.
2. On 17 July 1948, the first group of technicians from the Wissenschaftlich-Technisches Büro, Warnemünde, received instructions that their current contract was to be terminated and that as of 31 July 1948 they were to be transferred for all purposes to the Volkswerft, Stralsund. This group included Fuss, Albers, Olsson, Tiska, Steinbecher, Pommer, Miethe, Labs, Lensch, Hufnagel, Rosholm, Becker, Ruske, Riefer, Feigenspan, Liske, Eppert, Kowitz, Thürmann, Frl. Marten, Frau Capetz and Horpich.
3. A second group was also to be transferred to the Volkswerft, Stralsund, as soon as their current work at the Wissenschaftlich-Technisches Büro was completed. This group included Friedrich Krause, Linderann, Gretzler, Nagler, Böhmer, Kitz, Ziem, Fink, Jackwitz, Retzlaff, Hagen, Forsch, Friedrich, Eidner, Kruse, Scherler, Lock, Behn, Frau Tromp and Frl. Hoting.
4. Piel, Last and Salewski left the Büro altogether at this time, transferring to Büro Schlöth, the Neptunwerft Rostock, and the Schiffswerft Rosslau, respectively.
5. Of the remainder, eight engineers were to be offered contracts for work in the USSR, although no definite arrangements have yet been made. These were Schlaak, Rösse, Teichert, Stoltenberg, Arndt, Goldt, Alfred Krause and Krippeke. Lt. Col. Grigoryev himself was due to leave the Büro on 1 September 1948.

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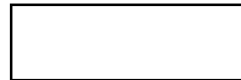
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6. The management of the Technical Büro of the Volkswerft, Stralsund, which is to be located in the Hotel Jansen at Warnemünde, is in the hands of Oberingenieur Klewitz, former director of the Greifenwerft, Stettin. Ing. Heinz Albers is responsible for the work of the Büro.
7. The plans for shipyard construction, which were worked out in outline at Stralsund and completed in detail with time specifications at Warnemünde, were rejected as impracticable by Schlaak, acting as technical adviser to SMA Schwerin, who himself worked out an alternative plan. When the plans were referred for comparison to Schwerin and Berlin however, the Stralsund proposals were preferred, and since that time Schlaak has no longer figured in matters concerning the new yards. The Warnemünde Büro has completed its designs for the lay-out of machinery in the shops and is now awaiting drawings of the loggers themselves from Berlin before completing its working drawings in sections.
8. Meanwhile, Eppert and Albers have already visited Stralsund to inspect the old yard and the area proposed for the new extensions. On 28 August 1948 Albers and Fuss were to travel to Wolgast to survey the site for a new shipyard which they were to design there. As soon as the plans come off the drawing board, a number of engineers employed at the Technical Büro will become directly concerned with the shipyard construction, their contract guaranteeing the same salary and tenure of appointment. When the yard is completed, the Volkswerft, Stralsund, will select from the ranks of these engineers the necessary administrative personnel, and the remainder will be taken on by the Vereinigung Volkseigener Werften (VVEW) to form a central office for the execution of the Two Year Plan.
9. In spite of the propaganda put out about the Two Year Plan, the first requests for machine tools for the Volkswerft, Stralsund, have been refused. The engineers comment that if the target for the plan is not achieved, it will not be their fault, but because the higher posts are filled by incapable people, whose appointments have been made on purely political grounds.
10. The "Project 34" (torpedo cruiser, M.46, etc.) has not yet been completed; the target date for this was the end of July 1948. Ing. Ziebold is now alone in the Rohrwerkstatt and is working seven days a week in order to get the piping designs finished.

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